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PUBLIC HIGHWAYS

GOOD CULVERTS ARE NEEDED

Crossroads and Byroads Are Put Off With Old Wooden Contraptions—Accidents Result.

There is a good deal being said and written about good roads. I fear that the main thing is overlooked in their haste by a good many people. They want to do it all at once. I fear the culvert proposition is overlooked by the automobile main road association, writes J. W. Edwards of Dawson county, Nebraska, in Independent Farmer. They forget that much travel and heavy traffic is done on side roads, especially threshing outfits. It is a lamentable fact that the crossroads and byroads are put off with old wooden culverts, thereby causing innumerable accidents while if some attention was given to building solid concrete culverts, something that would be everlasting and cheaper in the long run, there would be less accidents and threshermen would not need to travel three to five miles to get one mile. The automobile also has to travel these crossroads and byroads frequently.

A wooden culvert soon rots out and becomes dangerous inside of a few years. This is caused by floods and different kinds of weather. While concrete is desirable—water and floods may come and wash over them but they are left where put and it is safe to cross over—the ordinary wooden bridge may be washed out and float off or become dangerous to cross. How many wooden structures do we see or hear of after each large flood, being washed downstream, and oftentimes teams or autos are driven on to the supposed culvert thinking it is there, only covered with a foot or two of water, to



Substantial Stone Culvert.

find it entirely gone or with two or three planks gone, with the result that some person and probably a horse or two are drowned. Then another death trap will be built.

The writer knows whereof he speaks. He knows of one case where three men drove on to what they thought was a culvert. The water had backed up from the main creek and covered the culvert and it looked all right, but it was partly washed away. The outcome was one man nearly drowned, and both horses drowned and floated down stream. Another case under my own observation was that of a threshing engine which went through a culvert eight or ten feet wide and about that deep. What happened? A fireman was scalded to death.

Now if our good roads boosters will have more to say for good cement culverts, and on the byroads, they will have less opposition. Yours for good culverts.

Register Tractive Force.
A dynamometer mounted on an ordinary dray is used by the United States department of agriculture to register the tractive force required to draw various weights over different kinds of roadways.

Make Finishing Touches.
For putting the finishing touches to concrete roads, a machine driven by a gasoline engine has been invented that can finish about 8,000 square feet a day.

Shape for Country Roads.
Country roads should be kept in such condition that they will shed every drop of water that falls on them.

Reasonable Proposition.
A good road between every farm and market is a reasonable and worthwhile proposition.

Muddy Roads Cut Profits.
Muddy roads always add to the distance to market and cut the profits of produce.

Just Half in Bed.

Clyde, Ky.—Mrs. J. A. Decker: "I recommend Cardui, the woman's tonic, to any woman in need of a remedy. For five years, I was unable to do my own work. Half my time was spent in bed. At last I tried Cardui. Now I am well and happy, and can do my own work. Don't suffer pain, headache, backache, and other womanly miseries, when your own druggist has on his shelf a remedy for such troubles—Cardui. Get a bottle for yourself. As a general tonic, for weak women, nothing has been found for 50 years that would take its place. Try it. It will help you.—Advertisement.

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Cheese, cream, per lb 25c
Cheese, Swiss, per lb 30c
Home-grown apples, peck 50c
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See J. H. Dagg for contracting building and general repair work of all kinds. Phone 476. Advertisement.

Good morning! Have you seen The Courier? Evansville's best paper. Advertisement.

Ham Sacks.

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CHICKENS DUCKS and TURKEYS

PROFIT IN RAISING TURKEYS

Farmers Are Cautioned to Give Marketing Problems More Attention—Best Birds for Breeding.

For those who conduct the business carefully turkey raising is likely to be very profitable. The demand in this country continues to increase, apparently, faster than the supply. Farmers who go into the business, however, are cautioned to give the marketing problem considerable attention in advance.

In the turkey publications of the United States department of agriculture, which is Farmers' Bulletin No. 200, the following rules for selecting turkeys for breeding are given:

First—Always use as breeders turkey hens over one year old. Be sure they are strong, healthy, and vigorous, and of good medium size. In no instance, select the smaller ones. Do not strive to have them unnaturally large.

Second—The male may be a yearling or older. Do not imagine that large, overgrown males are best. Strength, health, and vigor, with well-proportioned, medium size, are the main points of excellence.

Third—Avoid close breeding. New blood is of vital importance to turkeys.



The Great American Bird.

Better send a thousand miles for a new male than to risk the chances of inbreeding. Secure one in fall so as to be assured of his health and vigor prior to the breeding season.

BETTER ATTENTION TO EGGS

They Should Be Uniform in Color and Shape, and Regular in Size as Far as Possible.

More attention should be paid to eggs at all times and under all circumstances. This means that they should be uniform in color and shape and regular in size as far as possible. If they had more attention paid to them at our fairs and were brought to the notice of the public and the farmers in particular, much good would come from it. Let us offer good prizes for a display of eggs, say not less than three dozen, and have it stipulated that they be strictly fresh; that no cold storage stock need apply for the sake of selecting for size. If such a plan were carried out at a number of our fairs for a few years the selection of good eggs would get to be a science and would interest the poultry public to a great degree, and be of untold benefit to all of us, whether as producers or consumers of eggs.

GOOD POULTRY FEED ADVICE

Poor Economy to Give Fowls but One Kind of Grain—Make Them Exercise by Scratching.

There is no economy in feeding fowls one kind of grain, for that compels them to eat more than they ought in order to get a sufficient quantity of food elements.

A large part of the egg is water, which shows the necessity of providing layers with an ample supply of pure clear water in fountains or dishes which are frequently disinfected.

A sluggish hen is never a good layer. The flock should be made to exercise by scratching for whole and cracked grains in a deep litter of clean material and jumping for green food such as a cabbage or mangels.

Fattening Water Fowls.

By putting some care into the fattening of water fowls the farmer's wife will be able to realize more out of them. She will be in shape to select orders for fine table water fowl; and once her name is established she will have more orders for them than she can fill.

Drafts Mean Roup.

A draft in the poultry house means roup in the flock. Prevention is the best method and much cheaper than the cure.

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No. 51—St. L. Express 5:29 p. m.
No. 95—Dixie Flyer 9:35 a. m.
No. 55—Hopkinsville Ac. 7:00 a. m.
No. 53—St. L. Fast Mail 5:36 a. m.

TRAINS GOING NORTH.

No. 92—C. & St. L. Lim. 5:29 a. m.
No. 52—St. Louis Express 9:55 a. m.
No. 94—Dixie Flyer 7:02 p. m.
No. 56—Hopkinsville Ac. 8:55 p. m.
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No. 51 connects at Guthrie for Memphis and points as far south as Erin, and for Louisville, Cincinnati and the East.

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